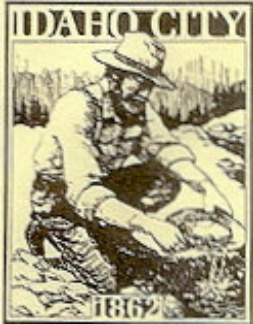


PONDEROSA PINE SCENIC BYWAY



Corridor Management Plan

November 2001

at Historic Idaho City
at Historic Idaho City



Prepared by Sage Community Resources

PONDEROSA PINE SCENIC BYWAY
At Historic Idaho City
CORRIDOR MANAGEMENT PLAN
TABLE OF CONTENTS

	Page
ACKNOWLEDGMENTS	1
GLOSSARY OF TERMS	2
CHAPTER 1: EXECUTIVE SUMMARY	
The Beginning of the Scenic Byway Story	1- 1
Our Ponderosa Pine Story	1- 1
Our Goals for the Ponderosa Pine Scenic Byway	1- 2
CHAPTER 2: INTRODUCTION	
The CMP Planning Process.....	2- 1
Intrinsic Qualities	2- 2
CHAPTER 3: A SHORT HISTORY OF IDAHO CITY AND THE BOISE BASIN	
Why There Was Gold in the Boise Basin	3- 1
The Discovery of Gold in 1862	3- 2
The Settlement of Bannock (Later Idaho City)	3- 2
The Rush Is Over, But There Is Still Gold	3- 4
Logging	3- 4
Idaho City: From Queen of the Gold Camps to the Ghost Town That Would Not Die	3- 4
Idaho City and the Boise Basin Today	3- 6
Sources.....	3- 7
CHAPTER 4: TODAY ALONG THE CORRIDOR	
Transportation.....	4- 1
Area Profile.....	4- 2
Chamber of Commerce Events.....	4- 4
Points of Interest	4- 7
Management and Regulations.....	4-11

CHAPTER 5: THE PLAN

Products and Projects	5- 3
Coordination and Monitoring	5- 4
Potential Funding Options.....	5- 5
Marketing and Promotion Plan.....	5- 5
Signage Plan.....	5- 6
Roadway Plan.....	5- 7
Implementation Plan by Year	5- 8

APPENDICES

APPENDIX A: Related Documents and Plans

APPENDIX B: Bibliography

MAPS AND CHARTS

Intrinsic Qualities Inventory Chart

Points of Interest Map

Average Daily Traffic (ADT) Map

Traffic Count Locations & Data

Historical Traffic Count Data

ACKNOWLEDGEMENTS

IDAHO CITY

Scenic Byway Advisory Committee

Chairperson

Nancy Holbert

Project Coordinator

Pat Engel

Sage Community Resources

10624 W. Executive Dr.

Boise, ID 83713

Scenic Byway Planning Committee

Phil Canody, Mayor, Idaho City

Kelly DeMasters

Randy Walker

Bruce Andreason

Lynn Kuwahara, Idaho City Clinic

Pattee Reynolds

Roger Jackson, Boise County Commissioner

Byron Johnson, Local Historian

Larry Younger

Hal Christensen, Idaho City Councilman

Dick Markley

Ed Wessman

Holly and Ric Call, Idaho City Chamber of

Commerce

Resource People

Jonathan Hennings

Idaho Transportation Dept.

Region III

150 Chinden Blvd.

Boise, ID 83707

Garry Young

Idaho Transportation Dept.

P.O. Box 7129

Boise, ID 38707

Ken Waugh

Boise National Forest

1249 S. Vinnell Way, Ste. 200

Boise, ID 83709

Sub-Committees

Intrinsic Quality

Pattee Reynolds

Byron Johnson

Dick Markley

Hal Christiansen

Ric Call

Kelly DeMasters

Finance

Lynn Kuwahara

Holly Call

Hal Christiansen

Trudy Jackson

Phil Canody

Design and Logo

Dirk Anderson

Sandy Corum

Phil Canody

Trudy Jackson

Promotions

Erin McCusker

Pattee Reynolds

Don Campbell

Transportation

Ted Jewell

Phil Canody

Hal Christiansen

Trail Committee

Lynn Kuwahara

Holly Call

Ted Jewell

Hal Christiansen

Roger Lewis

Phil Canody

Trudy Jackson

Parks and Recreation

Roger Lewis

Sage Community Resources is an Equal Opportunity Employer/Program.
Auxiliary aids & services available upon request for individuals with disabilities.
Idaho Relay Services number is: TDD 1-800-377-3529 or Voice 1-800-377-1363

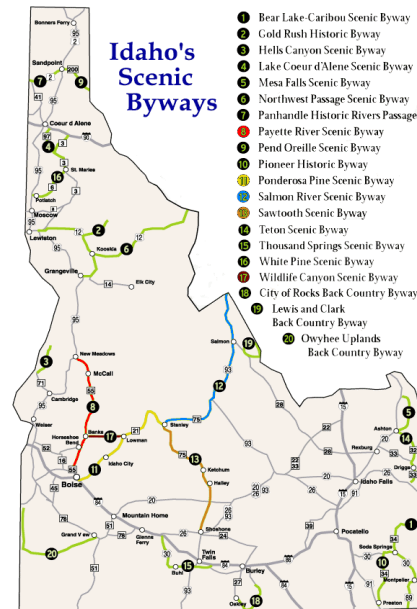
GLOSSARY OF TERMS

SH	State Highway
ITD	Idaho Transportation Department
Corridor	“...a road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.
Intrinsic Qualities	“...scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique irreplaceable, or distinctly characteristic of an area.” (Federal Register, National Scenic Byways Program, Vol. 50, No. 96. May 18, 1995)
CMP	<i>Corridor Management Plan</i> (CMP) means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.
Scenic Byway	“...a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms “road” and “highway” are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.” (Federal Register, National Scenic Byways Program, Vol. 50, No. 96. May 18, 1995)

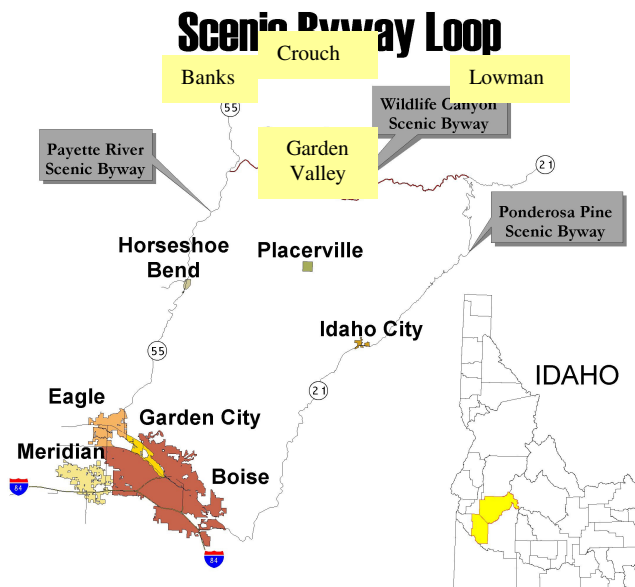
CHAPTER 1: EXECUTIVE SUMMARY

The Beginning of the Scenic Byway Story...

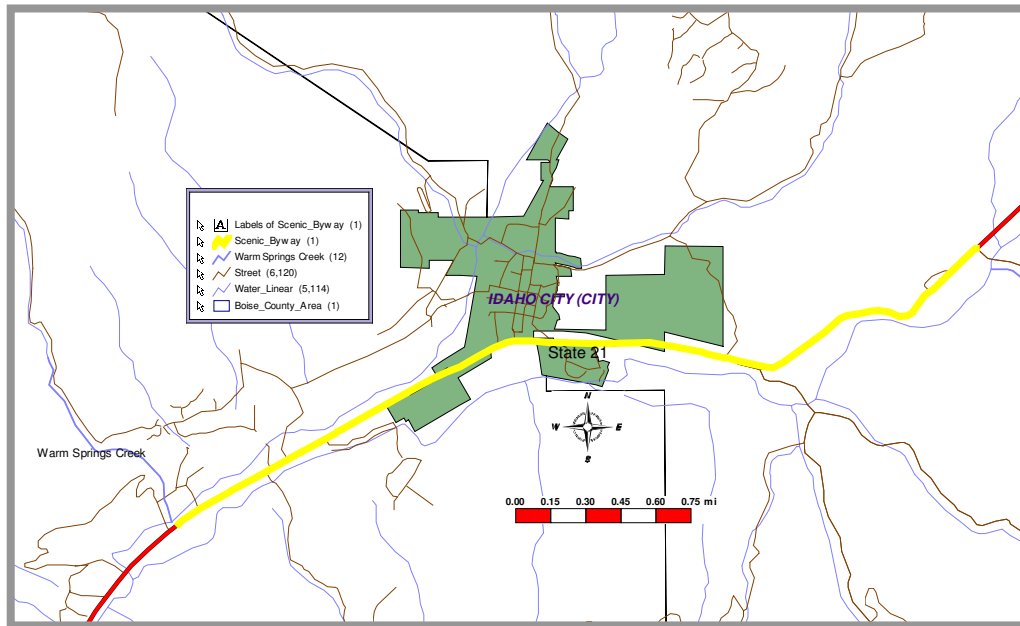
In 1991 the National Scenic Byways Program was established under the Transportation Equity Act for the 21st Century (TEA-21) to identify those travel corridors with unique or “intrinsic” (footnote) qualities, that provide special scenic experience. The Ponderosa Pine Scenic Byway is one of twenty-one state scenic byways in Idaho that have been designated since that time. Once designated as a “*scenic byway*,” a Corridor Management Plan (CMP) is developed, with community involvement and commitment, outlining protections and enhancement of those unique “intrinsic” qualities, in promoting tourism and economic development in the area.



Our Ponderosa Pine Story...



One of the unique features of the Ponderosa Pine Scenic Byway is its role in forming a “*Scenic Loop*” within the Idaho Scenic Byway system. The southern portion of this route (Boise north and past this study area to Lowman) meets the Wildlife Canyon Scenic Byway on the north, as well as the Payette River Scenic Byway on the west, forming the eastern side of a scenic triangle unduplicated anywhere else in Idaho. This Corridor Management Plan covers only the 3.9-mile section that passes through Historic Idaho City.



Study Area from Milepost 37.2 – Warm Springs Resort to Milepost 41.1 – Granite Creek Road and picnic area.

Our Goals for the Ponderosa Pine Scenic Byway...

The Ponderosa Pine at Historic Idaho City Scenic Byway Committee has identified the following goal or Mission guiding all recommendations in this Corridor Management Plan:

The mission of the Ponderosa Pine Scenic Byway Corridor Management Plan is to identify and enhance the unique historic, scenic, recreation, cultural, and archeological resources found along the Ponderosa Pine Scenic Byway. The plan will provide strategies for the safe and efficient management of the corridor for the enjoyment of the visiting public and benefit to the local economy. The plan will define mechanisms and assign responsibility for the effective implementation of the Ponderosa Pine Scenic Byway Corridor Management Plan.

The Ponderosa Pine at Historic Idaho City Scenic Byway Committee set the following outline of goals and objectives in support of their global mission above.

- Enhance byway users' experience through education, interpretation and preservation of intrinsic qualities.
- To provide a safe encounter for all byway users.
- Maximize existing resources and use to promote intrinsic qualities
- Establish a vehicle to incorporate existing plans and ensure implementation.

In outlining how to achieve these goals, the committee centered in on the need to:

- Coordinate local planning and implementation efforts
- Address scenic "blight" along highway
- Coordinate interpretive historical signage with Scenic Byway signage standards
- Develop and sign Interpretive Trails System
- Develop and upgrade tourist and visitor services including:
 - Signage
 - Parking
 - Pedestrian safety and accessibility
 - Rest Areas
 - Identify private /public property
 - Encourage appropriate visitor behavior through plan designs and
- Develop and staff a Visitor & Interpretive Center with:
 - Centralized Historical Information (Boise Basin Library)
 - Automated computerized information with interpretive information
 - A kiosk historical and educational tour of the area (visitor's center, museum, library, ranger stations, store) signs
- Develop marketing plan promoting:
 - Year-round recreational and historical destination
 - Promote "Scenic Loop"
 - Establish implementation body
- Upgrade Idaho City Historic District as major interpretive site along byway
 - Many already identified projects will encourage the economic development of historic Idaho City by developing local interpretive centers, addressing travel and safety issues, and upgrading recreational signage. While benefiting the resident population, these will support the tourist industry and are consistent with the mission of the Ponderosa Pine at Historic Idaho City Scenic Byway CMP.

CHAPTER 2: INTRODUCTION

The CMP Planning Process

The original grant for at Corridor Management Plan (CMP) was approved in 1995 for the segment between Boise (MP-0) and Stanley (MP-130.9), although no work was initiated until 2001. At this time, Sage Community Resources (formerly IDA-ORE Planning and Development Association) was already heavily involved with several local planning efforts in Idaho City that could provide the momentum of active public involvement for this effort as well.



Granite Creek picnic area



Warm Springs Resort

In January 2001, a narrower scope was approved for the CMP study area surrounding historic Idaho City, and Sage Community Resources began work on the Ponderosa Pine Corridor Management Plan, through the Boise National Forest. Given the small community and the need to keep public involvement active on each of the local planning efforts, joint or “mega meetings” were held. A specific Ponderosa Scenic Byway Advisory Committee was formed, taking advantage of several sub-committees already in place for marketing, transportation and community involvement. An additional Intrinsic Qualities Committee was formed and CMP responsibilities assigned to all. (See Acknowledgements.)

Federal funding approval is pending to begin the full Corridor Management Planning effort. This segment will be a sub-set of that effort yet will have involvement from the Idaho City committee as well.

Intrinsic Qualities

Historical and recreational qualities rank highest on the list for this segment of the Ponderosa Pine Scenic Byway. Added to the fall hunting, and winter snowmobiling, are the many summer and evening activities portraying the history of the area. Staged “shootouts”, region-wide competitions, and informational open house tours of Idaho City create a year-round draw to all points along this 4-mile segment of the Ponderosa Pine Scenic Corridor.



Calamity Jane's Cafe



The Gold Mine

Historical: The Ponderosa Pine Scenic Byway corridor is steeped in the historical significance from extensive mining and “gold fever”. Several structures within historic Idaho City reflect the impact of the Chinese community brought in to work the mines. Others have been maintained in their original “wild west” flavor. While many structures are in need of renovation, we can often understand the present by exploring our past, particularly how diverse cultures co-existed.

Recreational: Granite Creek (northern boundary of this study area) and historic Idaho City (at the core of this area) have been designated winter destination sites for recreationalists. Both are popular “base” areas for snowmobilers, hunters, and cross-country skiers to “grab a bite”, get supplies, and join up with their vacationing friends. Many speak the praise of medicinal powers from natural hot springs, which provide the attraction at Warm Springs Resort. Whether real or perceived, there’s no way to duplicate the relaxing importance to a visitor’s dip in these “healing pools”, and the easy drive up the Ponderosa Pine Scenic Byway Corridor from Boise means travelers from anywhere can take advantage of this natural splendor.

Whether or not you come to hunt, or for dinner and “wild west” show, or just for a Sunday drive, the vista along the route remains breathtaking. The majestic pines create a serene and green mountain carpet behind a river valley that was once home to one of the richest mining areas in North America.



CHAPTER 3: A SHORT HISTORY OF IDAHO CITY AND THE BOISE BASIN

Byron Johnson

Why There Was Gold in the Boise Basin

The Geology

The Boise Basin is a 200 square mile area 40 miles north and east of Boise. Nineteen million years ago this basin was covered by a large lake that laid down a bed of silt that has been measured in Idaho City to be 500 to 800 feet deep.

There was a “false bedrock” about thirty feet down in this layer of silt. Millions of years ago, gold that had been under the surface of the earth was forced to the surface in veins. During the Ice Age, 10,000 to 100,000 years ago, glaciers wore down the veins and produced placer gold that was captured in the silt that covered the basin.



Idaho City circa 1875. Photo courtesy of Byron Johnson

3,000,000 Ounces Taken Out



Placer mining above Idaho City. Photo courtesy of Byron Johnson.

Experts estimate that since 1862, 3,000,000 ounces of gold have been taken out of the Boise Basin. This makes it the largest producer of gold for its size.

The Discovery of Gold in 1862

The Grimes Party

Gold was discovered in what is now north Idaho in 1860. This produced a great rush of miners from the west coast. A Native American who had learned to speak English told a miner that if this yellow metal is what he wanted, there was a place many miles to the south where there was a great quantity. This Indian described the Boise Basin. As a result, in the late spring and early summer of 1862, three parties of prospectors made their way to the mouth of the Boise River. There they joined forces and proceeded up the river to what is now Mores Creek and up this creek to what is now Grimes Creek, which is named for George Grimes, one of the leaders of the party. On August 2, 1862, on Grimes Creek near what became Centerville, Colonel David Fogus panned the first gold, and the prospectors began to stake claims.

George Grimes Killed

Just a week later, on August 9, 1862, George Grimes was killed by Indians, although some skeptics still suggest he was done in by someone in the prospecting party. His death caused the remaining members of the party to leave the area hastily. They returned to Walla to provision themselves for a return to the basin.

The Second Party

In the fall of 1862, a larger party of prospectors entered the Boise Basin and the rush was on. J. Marion More was among those in this second party. He became a leader in the mining camp and was very successful until he was killed in a gunfight over a mine in Silver City in 1868. Mores Creek is named for him.

The Settlement of Bannock (Later Idaho City)

Largest City in the Pacific Northwest

What is now Idaho City was originally named Bannock. This caused confusion, because there was another city called Bannock in what is now Montana. In 1863, to eliminate the confusion, Bannock became Idaho City. By 1864, Idaho City had 6,275 inhabitants and was the largest city in the Pacific Northwest. It was larger than either Portland or Seattle.

The Fires of 1865 and 1867

Idaho City was originally built of wood from the surrounding forest. In May of 1865, a disastrous fire leveled the entire town. When rebuilding began, many of the new buildings were constructed of bricks that were fired nearby. Many of these buildings still stand. Among them are the Pon Yam House (1865), portions of the Miners Exchange



Main St. Idaho City, Feb. 1936, with St. Joseph's Catholic Church on the hill. Photo courtesy of Byron Johnson.

Saloon, now offices of Boise County (1865), the Boise Basin Mercantile (1865), the Boise Basin Museum, formerly James Pinney's Post Office (1867), the Boise County Courthouse (1873), and the Idaho World building (1880). To make these buildings safer from fires, iron shutter doors forged in San Francisco were installed to protect the wooden parts of the windows and doors. In addition, two feet of dirt was placed above the ceilings so that if the wooden roofs burned off the rest of the buildings would survive.

In May of 1867, another disastrous fire struck Idaho City, again leveling much of the city, including St. Joseph's Catholic Church that had been spared in the 1865 fire. St. Joseph's, the first cathedral of the Diocese of the Idaho Territory, was rebuilt on the same site that same year and continues to serve the Catholic community to this day.

The Chinese: Beginning in the mid-1860's, Chinese began arriving in the Boise Basin. Chinese migration to the west coast of the United States had begun in the middle of the nineteenth century because of economic and political circumstances in China. By 1870, there were 1,751 Chinese in Boise County, over forty-five percent of the total population. Probably the most prominent Chinese was Pon Yam, who lived in Idaho City from the mid-1860's until 1904 when he returned to China. The brick building he operated as a store,



A Chinese family in Idaho City. Photo courtesy of Byron Johnson.

the Pon Yam House, still stands at the corner of Montgomery and Commercial Streets and is being restored by the Idaho City Historical Foundation to be a Chinese cultural center and museum.

The Rush Is Over, But There Is Still Gold

Hard Rock Mines and the Dredges



A dredge near Idaho City. Photo courtesy of Byron Johnson.

By 1870, the gold rush was largely over, but there was still gold to be mined by those who were industrious enough. Hard rock mines at Gold Hill near Placerville and at Banner, north and east of Idaho City were profitable for some years. By the 1890's, dredges were in operation to extract gold that was mixed with the silt, gravel, and rocks along Mores Creek and Grimes Creek. Eventually, dredging even took place near the residential part of Idaho City. Dredging continued until the early 1950's, when the last dredge was disassembled and taken elsewhere.

Logging

The Early Experience and the Development of Logging Trains

From the beginning, the trees in the forests of the basin were a tremendous resource for the miners to build flumes to transport water needed for placer mining, and for those who constructed buildings. Logging became a part of life in the basin and has survived to the present. During the early part of the twentieth century, the railroad was extended into the basin to allow logging trains to transport logs to the mills near Boise. These trains were replaced by logging trucks beginning in the 1930's. Highway 21 has been one of the routes supplying logs since then.

Idaho City: From Queen of the Gold Camps to the Ghost Town That Would Not Die

Tourism

Dubbed "the Queen of the Gold Camps" by the miners who flocked into the Boise Basin, over the years Idaho City has gained a reputation as "the town that would not die." Despite a serious drop in its population during the early years of the twentieth century,

Idaho City has continued to be a destination for tourists who come to see the historic brick buildings, and the evidence of mining all around in the dredge tailings and ponds. The Warm Springs Plunge, the natural hot water pool south of Idaho City, has been an attraction since the early days.

Historic Preservation

Beginning in the 1950's, concerned local citizens and businesses sought to preserve the historic authenticity of Idaho City and the rest of the Boise Basin. This led to the incorporation of the Idaho City Historical Foundation, Inc. in 1958. The Foundation operates the Boise Basin Museum, which is owned by the City of Idaho City, under a 99-year lease. The Foundation also operates the John Brogan Park behind the museum as well as the Territorial Penitentiary on Wall Street, the Pon Yam House, the Strauss House on Montgomery Street, and the Gold Rush and Veterans Memorial Parks on Main Street.

Frank Church's Announcement for President

One of the most important events in the history of Idaho City was U.S. Senator Frank Church's announcement of his candidacy for President of the United States in March 1976. Church, whose grandfather came to the Boise Basin in 1865, made the announcement from the steps of the Boise County Courthouse. A bronze plaque at that spot now commemorates the occasion.

SOURCES

Adams, Florence, Idaho City: Queen of the Gold Camps (1946).

Elliott, Wallace W. & Co., History of Idaho Territory (1884).

Hall, Utahna, "Historic Idaho City," *Scenic Idaho*, vol. 6, 2nd quarter (1951).

Hart, Arthur A., Basin of Gold: Life in Boise Basin, 1862-1890, Idaho City Historical Foundation / Historic Boise 1986).

Idaho City Historical Foundation, Inc. (Mary Ellen McMurtrie, ed.), "Bricks and Boardwalks: A Walking-Tour Guide to Historic Idaho City (1995).

Kilsgaard, Thor, "Historic Geology of the Boise Basin," (a presentation to the Idaho City Historical Foundation, Inc. 1987).

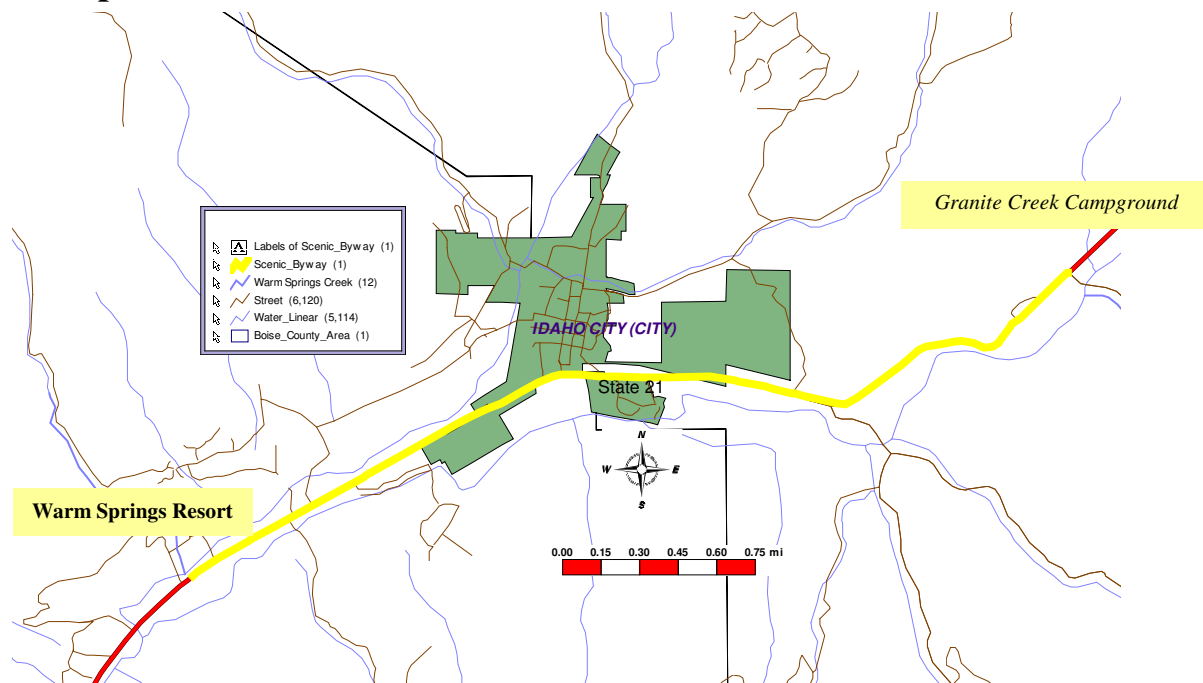
Murray, Sharon, "A Bucket Full: Boise Basin's Dredging Heritage 1898-1951," *Idaho Yesterdays*, vol. 34, no. 3 (Idaho Historical Society 1989).

Witherell, Jim, The Log Trains of Southern Idaho (Sundance Books 1989).

Zhu, Liping, A Chinaman's Chance: The Chinese On the Rocky Mountain Mining Frontier (Univ. Press of Colorado 1997)

CHAPTER 4: TODAY ALONG THE CORRIDOR

Transportation



Idaho City and the Boise Basin continue to be a recreational site for many who camp, fish, hike, mountain bike, motorcycle, snow-mobile, cross-country ski, pan for gold, and sightsee. Highway 21 is the main route these people use to access their favorite campgrounds, streams, and trails. The Ponderosa Pine Scenic Byway is the only paved highway to Idaho City with pavement widths ranging from 40 feet on either side of the Idaho City Historic District and 50 feet between Montgomery and Main Streets. There is no off street or curb parking available, and no designated pedestrian pathways. In order to address the mix of local, tourist, and at certain times of day, school traffic, a detailed traffic study was completed in September 1999¹, including state highway 21 as it connects and feeds local streets. It was determined the tourist season poses the greatest traffic load and presents the highest stress on the existing city's transportation system.

The character of the Ponderosa Pine Scenic Byway is a narrow two-lane roadway with occasional passing lanes and recreational pullouts for river and trail access through a mix of state, private, US Forest Service and BLM land ownership. The route passes through Idaho City, once prominent in Idaho's early mining days now largely dependent on tourist travel for the local economy. The partnership between majestic pine trees and swift running rivers along the Ponderosa Pine Scenic Byway draws even the casual driver to stop at campgrounds and roadside pull-outs and experience the recreational gems of rafting, fishing, summer picnics or wintertime sports along the roadway.

¹ Historical District Traffic Study, September 1999

Moving northeast along the Ponderosa Pine Scenic Byway, this 3.9-mile portion begins at Milepost (MP) 37.2 -- the entrance to Warm Springs Resort and continues northeast through the historic mining town of Idaho City, ending at the Granite Creek picnic area entrance at MP 41.1. Pavement on this section of the highway received seal coat in 1995. While this section of the narrow, two-lane highway remains clear of snow most of the year, there usually is a snow floor north of Lowman.

Traffic Issues: Since this corridor management plan has a narrow view area and study boundary, the primary transportation issues along this four mile segment involve the area in and around Historic Idaho City as the Ponderosa Pine Scenic Byway passes through on it's northern-most boundary.

This highway is the only paved highway to Idaho City; therefore it is the most frequented route. A high percentage of outdoors recreationalists travel this highway through to their final destination north of Idaho City. There is no off street or curb parking available. There are also no designated pedestrian pathways.

As the Ponderosa Pine Scenic Byway enters historic Idaho City, the roadway widens to include a center turn lane. This highway is frequently traveled and has several uses including residential, commercial, agricultural, and industrial. A detailed analysis and projection of traffic circulation impacts into and through Idaho City along the Ponderosa Pine Scenic Byway was completed Holladay Engineering in September 1999. The Historical District Traffic Study² presented an evaluation of the current traffic circulation, safety, and parking in and around the Historical District of Idaho City, including the Ponderosa Pine Scenic Byway. The following is taken from that analysis.

The Average Daily Traffic (ADT) is the average daily movement of a vehicle across a location. Vehicle movements can be anything that is ridden or driven across the counter location. Maximum Daily Traffic (MDT) is much the same as ADT other than it is the maximum-recorded vehicle movements across that location. Average Daily Traffic Total (ADTT) is the average daily movement of that location for all "into" and "out of" lanes. ADTT is used typically for intersections and small segments of street. In this study it will be used to estimate traffic flow characteristics.

The ADT's at the main intersections with the Ponderosa Pine Scenic Byway were in excess of an average of 1,000 vehicle movements per day during the Historical District Traffic Study, completed in the fall of 1999. These two intersections (with Ponderosa Pine Scenic Byway) at Main and Montgomery Streets have minimal traffic control and inadequate access and egress geometry to service the wide range of vehicle types causing traffic delays during the peak hours. (See Traffic Count Data in Maps and Charts section.)

Vehicle movements to the west of Idaho City on Ponderosa Pine Scenic Byway are greater than the movements to the east of the City. This indicates that Idaho City is a destination point of travel, not considering the near future improvements. This data shows that there is a general increase from 1979 to 1998. (See Historical Traffic Counts in Maps and Charts section).

² Historical District Traffic Study, Holladay Engineering Company, September 1999.

Area Profile

Boise County population has nearly doubled since 1990 going from 3,509 to 6,670 in 2000, while the population of historic Idaho City increased 42% from 322 to 458 for the same period.³

Summer homes and cabins have always been popular in Boise County due to the rich recreational and scenic opportunities within about an hour drive from Boise at the base of the Ponderosa Scenic Byway. Seasonal “residents” expand these local population numbers at other times throughout the year, significantly impacting local services and facilities.

1999: Boise County unemployment rate was 7.9% vs. a statewide average of 5.2% for the same period.⁴

Over 83% of the land within Boise County is either federally owned (76.4%) or state owned (7%), leaving approximately 17% in private ownership.⁵ Directly adjacent to this portion of the Ponderosa Pine Scenic Byway, most of the land is privately owned.

There are currently no financial institutions in Idaho City. Only one ATM is available in this area and located at Tom’s Gas station and Visitor Services center, where Main Street meets the Ponderosa Pine Scenic Byway. Idaho City has seen many businesses come and go fairly quickly, due to fluctuating tourist seasons and ineffective promotional activities. A continual comment from the community and advisory committee members centered on the need for economic and/or small business mentoring, support and start-up funding to bring the community into a more stable year-round service center. Non-resident owners who have no vested interest in the community own most of the current vacant buildings.

“Attitude and Character” is defined as the feeling or sense one feels when approaching, entering, or occupying a room, setting, or location. Generally, it is created by the environment, which is felt or sensed as well as the attitude of the other occupants of the environment. Alone, “attitude” is the feeling one receives from the non-verbal communication and inter-personal communication from the other occupants of the environment and “character”, in this sense, is the feeling one receives from the environment about them. As part of any capital projects within or adjacent to the right of way, every effort should be made to enhance the overall entrance experience on either approach into historic Idaho City.⁶ In doing so, the visitor will sense how valuable this area is, given how it is cared for, preserved, and presented for their experience.

The backdrop of the pines and rustic buildings speak to the rich heritage along this route. The scenic byway program wants to preserve and enhance historic centers as well as improve the approach or entrances to them. Local planning efforts within Idaho City, and as part of this effort, have identified the need to enhance the visual experience of those entering historic Idaho City through roadside landscaping. A plan for enhanced landscaping or “beautification” along this section of the corridor at Idaho City could provide a natural softening of the tailing fields and business equipment on adjacent private property.

³ Idaho Dept. of Commerce Community Profile for Region 3

⁴ Idaho Department of Labor, March 8, 2000 (<http://www.labor.state.id.us/lmi/lf9099countyrates.htm>)

⁵ Boise County website (<http://www.co.boise.id.us/>).

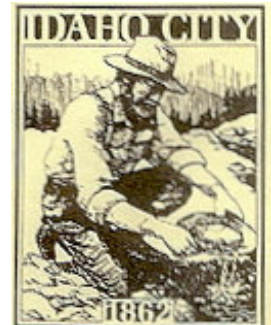
⁶ Historical District Traffic Study, September 1999

Chamber of Commerce Events:

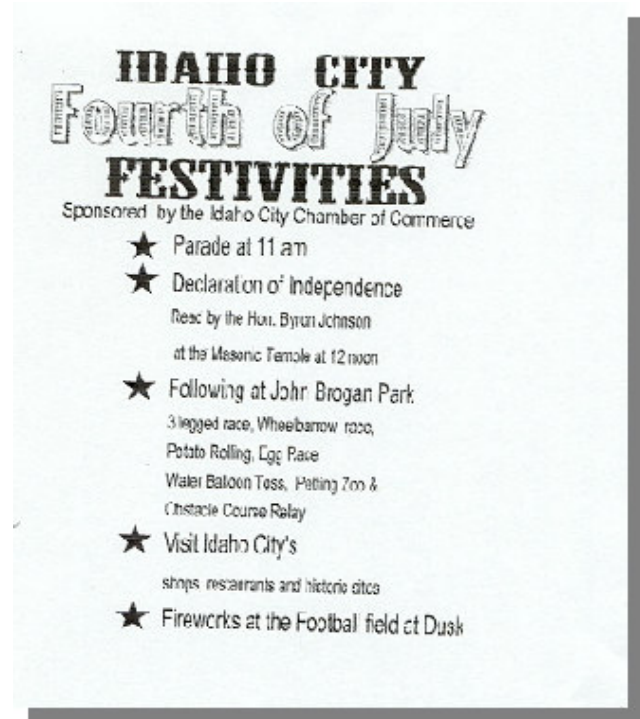
Chili Cook Off: Held the third weekend in February. This weekend always spawns other events such as indoor community flea market, ice sculptures, sidewalk sales and many yard/garage sales.

15th Annual Idaho City Chili Cook Off
at the **Idaho City Visitors Center**
on the corner of Highway 21 and Main Street
Saturday February 17th
Great Rabble Prizes
Cooking begins at 9 am
Judging at 1 pm
Register Your cooking team by Feb. 15
Call Nancy at 392-4900
Not an officially sanctioned Chili cook-off competition
Sponsored by the Idaho City Chamber of Commerce

Cowboy Poetry Contest (1st weekend in May): This event began in 1999 and was adopted by The Idaho City Chamber of Commerce as an Annual Chamber sponsored event.



July 4th Celebration: This event dates back to the 1860's as a local event drawing region-wide tourists.



An Historical Open House (New Event!): April – mid year beginning 2002

Currently in the final planning stages is the Chamber sponsored event called...

Historic Open House

Several historic buildings will be chosen for the historical significance. Tickets will be sold to an informative Open House of these selected buildings, which have so much background of Idaho City within their walls.

Idaho City Calendar of Events

FEBRUARY

Chili Cook Off *

APRIL

An Historical Open House (New) – *

MAY

Cowboy Poetry Contest *

JUNE

Boise Ridge Riders Enduro Qualifier
Budweiser Stein Show, Sale and Signing
Idaho City Annual Arts and Crafts Fair
Women's Challenge Bike Race
Idaho City Excellent Adventure Mountain Bike Race
Renaissance Fair at Cowboy Campground

JULY

Idaho City Gold Dust Rodeo
Idaho City 4th of July Parade and Fireworks *
Mountain Music Festival
Excavations at Hop Lee's Placer Claim Near Idaho City
Celebrate Pinkham-Patterson Shootout at Warm Springs in 1865

AUGUST

Celebrate Discovery of Gold in the Boise Basin by the Grimes Party in 1862
Celebrate George Grimes Ambushed and Killed in 1862
Idaho City Annual Pioneer Picnic
Mountain Music Festival

SEPTEMBER

Renaissance Fair

OCTOBER

First Day of Deer Hunting
First Day of Elk hunting
Haunted House at Community Hall
Celebrate Idaho City Founded in 1862

DECEMBER

Santa Comes to the Post Office
Luminaria and Concert

*** = Chamber of Commerce event**

Points of Interest

1. Warm Spring Resort

- Water is “carbon dated” to 10,000 years
- Geothermal outdoor swimming pools
- Café
- Cabins
- Campground
- Picnic area
- Laundry & bathing
- Mineral soaking spa

(Currently closed for the winter and for sale).



MP 37.2

Project: Interpretive signage (historical Pinkham-Patterson Shootout in 1865)

2. Dredge Replica

- Small replica of dredge used in mining near the Idaho City in the late 1890's up through the 1950's



MP 37.4

Project: Interpretive Signage (historical mining significance)

3. Idaho City Ranger Station

- Trailhead passes
- Historical audio tape
- Area information
- Tree-cutting permits



MP 38.4

Project: Update tape/CD of scenic byway

4. Historical Idaho City

- Winter recreational destination and services
- Historic Downtown Idaho City
- Walking Tour
- City Park
- Unimproved roads out of Idaho City to historic Placerville, New Centerville and Pioneerville
- Multiple Community Events year round



MP 38.5

Project: Multiple User Corridor Trail project tying points of interest together and providing safe multi-use travel path year-round, separate from roadway.

5. Idaho City Visitor Center/Chamber of Commerce

- Boise Basin Interpretive Association (BBIA) and Chamber of Commerce offices are here. Chamber is an association of local business owners that support commerce to our area. Sales in the office are comprised of Idaho City and Idaho made products and information from other Chambers of Commerce.



MP 38.9

Project: Welcome and guide signage. Project to include area wide map with “you are here” and identified recreational, points of interest, and directional/interpretive information for each. Interactive CD tour of historic Idaho City has been developed and now needs equipment to present to visitors on walking tour.

6. Boise Basin Community Park*

- Amphitheater
- Baseball fields
- BMX track
- Playground/skateboard & roller blading
- Rodeo grounds
- Equestrian center
- Public event arena



MP 39.5

Project: Roadway access design is still required, as this multi-use park project progresses. A multi-use under crossing for pedestrian safety is part of this park and related projects.

7. Granite Creek Picnic Area

- Restroom Facilities
- Day Use Picnic Area
- Fishing access
- Winter trail and snowmobile parking
- Interpretive signs (mining)
- Interpretive trail



MP 41.1

Project: Complete interpretive trail system.

Management and Regulations

The “Boise County Zoning and Development Ordinance” was adopted on March 24, 1997. This ordinance specifies allowed uses, conditional uses, and non-allowed uses in the county. The zoning map contains only one zoning classification. The result has been that most uses are considered conditional uses and go to the Planning and Zoning Commission for review and approval or denial. Because conditions for individual uses are not specified in the ordinance, oftentimes, it has been difficult to judge the impact of a proposed use upon the county.

The Boise County Comprehensive Plan states the Planning Department will: “...discourage strip development, particularly along scenic highways or other natural areas that are identified as important to the county, and encourage the clustering of commercial uses in appropriate areas along the highway or in population centers.” The only infrastructure currently in place to support this statement is that of a conditional use permit.

It should be noted that the established Downtown Historical District boundaries, encompass the eastern side of the Ponderosa Pine Scenic Byway south of Montgomery Street and north to King Road as it passes through the city limits. Recommendations in approved local plans have also been recognized and supported, as it affects the Ponderosa Pine Scenic Byway scenic criteria and in support of the approved Mission Statement noted earlier in this document.

As a state highway, this corridor and any road improvements would come under the review of the Idaho Transportation Department in their annually updated State Transportation Improvement Program (STIP).

CHAPTER 5: THE PLAN

This planning document for the Ponderosa Pine Scenic Byway at Historical Idaho City is designed to be a management plan for activities within this four-mile segment along State Highway 21. Unlike most other Corridor Management Plans, the boundary and scope of this study effort were narrow to make sure that these segments of the Ponderosa Pine Scenic Byway remain at the front of ongoing revitalization and development plans being pursued.



This small, rural community has put forth extensive efforts on a variety of planning efforts, including but not limited to this corridor management plan. (See Related Plan documents in the Appendix section). Foremost is the desire to pursue, enhance, and enrich its historical mining heritage through capital improvements, interpretive signage and visitor attraction services.

The study boundary of this Corridor Management Plan begins and ends roughly a mile on either side of the city limits of historic Idaho City. City limits and official Idaho City Historic District boundaries overlap with the Ponderosa Scenic Byway study area. Local plan documents, ordinances, and ongoing economic development efforts have identified projects in the general Idaho City area including the areas adjacent to the scenic byway.

Throughout much of this effort, a simultaneous effort was underway called the Downtown Revitalization Historic District project. The Ponderosa Pine Scenic Byway Corridor Management Project identified historic Idaho City as the major point of interest along this corridor and such received the largest amount of effort and discussion as it impacts travel behavior and intrinsic qualities along this route.

The focal point of this plan is to encourage corridor travelers to appreciate the wonder of this section of the Ponderosa Pine Scenic Byway at historic Idaho City. One of the main objectives was to ensure consistent project design in relation to the scenic corridor mission. Many locally identified projects will indirectly encourage the economic development of historical Idaho City through corridor enhancement projects like that of updating the visitor center, addressing pedestrian safety issues, and enhancing signage of recreational, historical and general visitor information.

Given the small resident population of Idaho City and the concurrent planning activities in the area, the goal of the Ponderosa Pine Scenic Byway Advisory Committee was to:

- Build Consensus (among the community and different groups)
- Implement what is being planned
- Use Gem Community Action Team as implementation body

While benefiting the resident population, these goals will help implement the many projects already identified through various ongoing planning activities in the Idaho City area. Most, if not all (see Products and Projects listing on the next page) will also directly support the tourist industry, which is vital to this area's survival as an historical and recreational destination, consistent with the mission of the Ponderosa Pine Scenic Byway CMP.⁷

⁷ Idaho City Commercial Revitalization Master Plan: October, 2000

Products and Projects: (“*” are projects already identified in the Parks Master Plan or the Downtown Revitalization Plan)

Historical

- Signage – mining interpretation
- Centralize Historical Information at historic Library *
- Historical Dredge Replica (adjacent to route)
- Automated computerized information with interpretive information *
 - Kiosk historical tour, and education on appreciation of the area (visitor’s center, museum, library, ranger stations, store)
 - Interactive CD “Guided Walking Tour of Historic Idaho City”
- Upgrade Historic District *
- Idaho City Block G redevelopment (adjacent to route) *
- Upgrade Museum to allow year-round opening (i.e. heat, restrooms, curator or staff)

Scenic

- Corridor enhancement at Idaho City *
 - Specific plans to be determined along route *
 - Irrigation System *

Recreational

- New restrooms at the Boise Basin Park
- Interpretive Trails System
 - Take off from node at Visitor Center including
 - Elk Creek/SH21 Pedestrian/bike path *
 - Pioneer Cemetery Hiking Trail*
 - Interpretive signs
- Parking & Accessibility
 - Multi-use underpass for safe pedestrian crossing of highway *
 - Multi-use trail to connect recreational and points of interest *
 - Upgrade visitor center restrooms
 - Develop parking area for snowmobiles (i.e. in conjunction with Boise Basin Community Park Plan)

Promotion: Draw to historic Idaho City and surrounding area

- Welcome Signage*
- Multi-byway Marketing plan (Scenic Byway Loop) - brochure
- Ponderosa Pine Byway signage
- Get tourists to stop in Idaho City
- Promote year-round recreational opportunities through brochures, signage
- Encourage multiple use recreation within the Scenic Byway corridor
- Network with other communities
- Update information for marketing materials
- Encourage appropriate visitor behavior through plan designs and signs
- Community Sustainability: Incorporate interpretive planning documents related to the scenic byway at Idaho City Library
- Link existing websites: Idahocity.chamber.com/Idahocity.com/library
- Staff a chamber office

Coordination and Monitoring:

Idaho City is an Idaho Gem Community, as designated by the Department of Commerce. Gem Communities have formed active community improvement organizations, or “Gem Teams” in concert with local government and business leaders, with long-term and short-term plans to guide the future of the community. Gem Communities have analyzed their community amenities, services and infrastructure and have crafted strategies to enhance the quality of life for their citizens and to support existing, expanding and new businesses. This Corridor Management Plan does hereby establish the Idaho City Gem Team as the monitoring organization for the Ponderosa Pine at Idaho City Corridor Management Plan.

This area along the Ponderosa Pine Scenic Byway has the following growth management documents in place:

- Boise County Comprehensive Plan
- (County / City) Building Permit System
- Downtown Historic Preservation District Ordinance
- City and County government offices located in Idaho City

Current committees and agencies associated with this project are:

- Idaho Transportation Department
- Idaho City Gem Community Action Team
- Ponderosa Pine Scenic Byway @historic Idaho City Advisory Committee
- Downtown Revitalization Committee
- Idaho City Council
- Idaho City Parks Commission
- Idaho City Historical Foundation
- Idaho City Historical District Commission
- Boise County Commissioners
- Sage Community Resources (formerly IDA-ORE Planning and Development Association)
- Boise National Forest Service

Potential Funding Options:

- Idaho Community Development Block Grants
- Economic Development Act
- Idaho Transportation Department Enhancement Program
- National Scenic Byway Funding
- Forest Service Community Development
- Local funds
- Private development
- HUD Community Development
- Community and Revitalization Act (CARA) dollars

Marketing and Promotion:

1. Continue to market complete 12 month/4 season **Promotional Calendar**
 - a. Identify contact individual or sponsoring organization and phone numbers for every event listed
 - b. Get specific dates for each event
 - c. Note local vs. out-of-town organized events
 - d. Prepare and distribute Idaho City promotional package to event organizers, in particular those from out-of-town
 - e. Request mailing lists from event organizers
 - f. Prepare database of calendar information (above)
 - g. Submit events to Department of Commerce events database on www.visitid.org
 - h. Develop placements of Idaho City events and points of interest for placement at all eating establishments
2. Develop **Promotional Plan** and obtain critical review from peers and other economic advisors
 - a. Need to coordinate promotional plan with all affiliated committees (Gem Community, Ponderosa Pine Scenic Byway, Idaho City Special Events groups, Chamber of Commerce, Rodeo, etc.
 - b. Positions needing funding are:
 - i. Chamber of Commerce person
 - ii. Staff person for Museum to keep museum open
 - c. Provide for on-going events which tourists can grow to depend upon
 - i. Staged summer weekend gunfights
 - ii. Melodramas
 - iii. Summer weekend “Busters”: musicians, jugglers, magicians, etc.
 - d. Packaging events:
 - i. Bus transportation for big events: Goldrush days, Cowboy poetry, etc.
 - ii. Weekend hotel packages
3. Develop **Financing System**
 - a. Department of Commerce, Tourism grants, local Business Improvement District: BID
 - b. Integrate as much free publicity as possible
 - i. Interviews with newspapers and magazines
 - ii. Supply calendars and brochures to out-of-town event organizers for distribution
4. Mobilize support for plan

Signage Plan:

1. **Scenic Byway signage and logo** – A logo for this study area was specifically *not* identified since the study boundary is basically surrounding Historical Idaho City. While a significant point of interest along this scenic byway, the committee feels that future byway signage should incorporate a logo for the entire Ponderosa Pine Scenic Byway from Boise to Stanley. This group did discuss emphasizing the mining theme in any logo design and in marketing materials, yet understands it is premature to develop a Byway logo at this point.
2. **Welcome and guide signage** – at Historical Idaho City Visitor Center and/or at city limits. Project to include area wide map with “you are here” and identified recreational, points of interest, and directional/interpretive information for each, as well as Historic Idaho City business information.

Interpretive Plan:

1. **Interpretive panels** – several locations were identified with the goal of emphasizing the historical significance of this area at:
 - a. Point #1 – Warm Springs Resort – Pinkham/Patterson shootout of 1865
 - b. Point #3 – Dredge Replica – historical mining significance
 - c. Point #6 – Visitor Center – tie in with welcome and guide signage map
 - d. Point #7 – Granite Creek Picnic Area – as part of interpretive trail completion project
2. **Parking Areas** - Identify and develop parking areas for event and seasonal demands *

Roadway Plan:

All road-related projects will require additional engineering design and discussions with responsible agencies to define and fund potential projects.

1. **Corridor enhancement** - at entrance to Historic Idaho City through such things as landscaping and underground utilities and irrigation systems, *
2. **Montgomery Street @ Ponderosa Pine Scenic Highway:** Pedestrian walkway and drainage improvements. West side of Montgomery Street from Centerville Rd. to State Highway 21 (Ponderosa Pine Scenic Byway).
3. **Possible extension for existing center turn lane** (striping only maybe) from Visitor Center to Ranger Station.
4. **Possible need for center turn lane** at Boise Basin Community Park *
5. **Multi-use under crossing** at Boise Basin Park for pedestrian safety *

The complete listing of projects by priority are listed on the following pages.

Project / Plan	Description	Priority: Yr 1-5
Interpretive Trail System	Multiple User Corridor ** - interlinking Points of Interest, recreational areas, visitor services, and off-road parking throughout scenic byway corridor study boundary	2
	Identify and develop parking areas for event and seasonal demands*	1-2
Restroom Facilities	Add restrooms - Boise Basin Community Park	1
	Upgrade Visitor Center Restrooms	3
Signage Plan	Byway Logo – timing determined by complete Ponderosa Pine Scenic Byway Corridor Management Planning activity	1
	Welcome and guide signage * - at Visitor Center and/or at City limits. Project to include area wide map with “you are here” and identified recreational, points of interest, and directional/interpretive information for each, including Historic Idaho City information	1-3
	Informational/welcome/kiosk - at Boise Basin Community graded parking area – content and design to be coordinated with welcome and guide signage project (above)	1-3
Roadway Plan	Montgomery Street @ SH 21 – sidewalks, draining, repaving, lighting (possible historic lampposts @ Main St. & Montgomery St.)	4
	Extension Center Turn Lane on SH 21 - from Visitor Center to Ranger Station.	3-4
	Center turn lane on SH 21 at Boise Basin Community Park. Widening would be required. Coordinate with multi-user under crossing (below).	4-5
	Multi-use under crossing of SH 21 at Boise Basin Community Park - for pedestrian safety in conjunction with Idaho City’s Park Master Plan. City will be responsible for development and implementation.**	4-5 (as park develops)
	Corridor Gateway and Enhancement - along SH 21 roadway through such things as landscaping and underground utilities and required irrigation systems	1-3
	Establish “Adopt-a-highway” litter program	1

Project / Plan	Description	Priority: Yr 1-5
Marketing & Promotion Plan	Promotional Calendar - complete 12-month/4 season promotional calendar for area:	1
	<ol style="list-style-type: none"> 1. Identify contact individual or sponsoring organization and phone # for every event listed 2. Get specific dates 3. Note local vs. out-of-town organized events 4. Prepare and distribute Idaho City promotional package to event organizers in particular those from out-of-town 5. Request mailing lists from event organizers 6. Prepare database 	
	Promotional Plan –seek critical review from peers and other economic advisors:	1
	<ol style="list-style-type: none"> 1. Coordinate promotional plan with all affiliated committees (Gem Community, Ponderosa Pine Scenic Byway, Idaho City Special Events groups, Chamber of Commerce, Rodeo, etc.) 2. Pursue funding for Chamber of Commerce and museum staff so museum can remain open. 3. Provide for ongoing events which tourists can grow to depend upon such as <ol style="list-style-type: none"> a. Staged summer weekend “shoot-outs” b. Melodramas c. Summer weekend musicians, jugglers, etc. 4. Packaging events such as <ol style="list-style-type: none"> a. Bus transportation for big events (Gold Rush days, Cowboy poetry, etc. b. Weekend hotel packages 	
	Develop system for Financing Plan for Promotion	1
	<ol style="list-style-type: none"> 1. Dept. of Commerce, tourism grants, local financing options 2. Free publicity through newspaper and magazine interviews 3. Supply calendars and brochures to out-of-town event organizers for distribution 	
Purchase Dredge for Display	Mobilize support for plan and method of financing promotional plan.	1
	Update audio tape to CD – currently distributed at Ranger Station	In progress
	Multi-byway “loop” brochure	2
	Capital acquisition - of a dredge for display purposes	3-5

Project / Plan	Description	Priority: Yr 1-5
Interpretive Plan	#1 – Warm Springs Resort – historical Paterson/Pinkham shoot-out	2
	#2 – Dredge Replica – historical mining significance	2
	#6 – Visitor Center – tie in with welcome and guide signage map	2
	#6 – Automated CD – Visitor Center Node for placement of interpretive information on CD.	3-5

APPENDICES

APPENDIX A

Related Documents and Plans

- Archeological work at Granite Creek
- Boise County Master Plan?
- Boise County Traffic Study
- Boise County Transportation Plan
- Buena Vista Plan
- City of Idaho City, Historical District Traffic Study
Holladay Engineering Company, September 1999
- Community Sustainability (library)
- Forest Plan (Boise National Forest)
Archeological work at Granite Creek
Buena Vista Plan
Trail at Granite Creek
- Highlander Project
Idaho City Commercial Revitalization & Regional Park Facility Plan
- Historical District Traffic Study*
- Idaho City Business Survey, 2/26/01
- Idaho City Commercial Revitalization master Plan
Planmakers: October 2000
- Idaho City Commercial Revitalization Master Plan (Design Segment)*
- Idaho City Historic District Plan and Design Guide
Planmakers: May 1985
- Idaho City Parks and Recreation Master Plan*
- Idaho Gem Community Action Plan 2000
- Idaho Transportation Department STIP
- Idaho World Newspaper**
- John Bertram Plan in 70's and 80's Boardwalk and Visitor Center
- Plans to restore museum**
- Pon Yam Historical (restoration) more than 1 plan**
- Trail at Granite Creek

* Plans that are part of the Highlander Project

** Indicates plans that have not been collected

APPENDIX B

Bibliography

Idaho Transportation Department, Pavement Management: Historical Pavement Index Report. January 2001

Idaho Transportation Department, Pavement Management: Summary and Individual Section Report. January 2001.

Idaho Transportation Department, Milepost Logs by Route: February 13 2001.

Idaho Transportation Department, 2001 Highway Needs Report: Highway Performance Monitoring System Analytical Process – 2000 Data. January 2001

City of Idaho City, Ordinance No. 270, Historic Preservation Ordinance of Idaho City, Idaho, 1998.

Holladay Engineering Company, *Historical District Traffic Study for the City of Idaho City*, September 1999.

The Land Group, *Idaho City Park Master Plan Highlander Project*, April 2000.

Planmakers, *Idaho City Historic District Plan and Design Guide*, Boise, Idaho, 1985

U.S. Department of Transportation, Federal Highway Administration, Community Guide to Planning and Managing a Scenic Byway

MAPS AND CHARTS

INSERT

IDAHO CITY

HISTORICAL REVITALIZATION PROJECT
JUNE 1999 TRAFFIC COUNT
MAP BY HOLLADAY ENGINEERING

HERE

[illegible]

[illegible]

INSERT

HISTORICAL DISTRICT REVITALIZATION
CITY OF IDAHO CITY
AUGUST 1999
TRAFFIC COUNTS

HERE

INSERT

HISTORICAL TRAFFIC COUNTS

HERE

